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Extension Service

A Summary of the Exhibit:

This pictorial booth illustrates the relation between motor vehicle and railroad transportation.

Floor Space required - width	- - - - -	10 feet
depth	- - - - -	5 feet
Wall Space required-	- - - - -	None.
Shipping Weight -	- - - - -	294 lbs.
Electrical Requirements	- - - - -	None.

RAILROAD VERSUS MOTOR TRANSPORT:

How It Looks.

This pictorial booth exhibit illustrates the uses of motor vehicles for purposes supplementary to rail transportation. It presents facts which should do much to moderate the extremes of opinion which have been indulged in by those who see only unfair competition with railroads in the use of the motor vehicle.

On the center panel may be seen a train pulled up at a depot. The package freight is being unloaded from the cars and loaded into a motor truck to be hauled to its destination in the surrounding rural community. A road winding over the hills indicates the function of motor trucks as feeders to railroads.

On the left panel is neatly lettered the relation of motor truck to railroad freight transportation. This includes local distribution of commodities, service supplementary to railroads, and long haulage of special commodities.

On the right panel a comparison of the two classes of passenger transportation is illustrated by the length of red bars which indicate the various percentages.

What It Tells

Of late years considerable publicity has been given to the mileage of railroad track that has been abandoned. The cause has usually been attributed to unsuccessful competition with motor vehicles. The fallacy of these statements is illustrated by the center panel. The records of the Interstate Commerce Commission indicate that only 4 per cent of the railroad abandonments from 1920 to 1925

were caused by motor vehicle competition.

The left panel indicates that local distribution of commodities constitutes the bulk of motor truck transportation. This service distributes goods within cities and to their suburban and tributary areas. Service supplementary to railroad service is next in importance. This extends freight service to areas without rail service; substitutes for rail service on unprofitable branch lines; and enables railroads to solve the problem of the short-haul movement. Long haulage of special commodities is the smallest part of the movement. It competes with rail-service but is justified for the movement of perishable commodities and when speed of delivery or avoidance of special packing and crating are primary considerations.

The right panel illustrates the results of an economic study in eight states- Arizona, Connecticut, Kentucky, Maryland, New Hampshire, Oregon, Washington and West Virginia. A classification of 16,574 miles of motor bus routes shows that 41 per cent parallel the railroads but provide a more frequent and convenient service; 28 per cent connect points also connected by railroads but connect them more directly at a lower cost and in quicker time; and 31 per cent feed railroads and extend transportation service to points not served by railroads. In all cases the bus rates are higher than the rail rates.

Where to Get Information

The following publications may be obtained free of charge from the U. S. Department of Agriculture, Washington, D. C.

Commodity Transportation by Motor Truck, Public Roads Vol. 6, No. 6, August 1925.

Railroad Abandonments and their Relation to
Highway Transportation, Public Roads Vol.
6, No. 8, October 1925.
